

**MINUTES OF THE
WEST LAFAYETTE REDEVELOPMENT COMMISSION
January 2, 2007
*Amended***

Redevelopment Commission members present: Steve Belter, Diane Damico, Earle Nay, Patsy Hoyer and Larry Oates. Also in attendance: Mayor Jan Mills, City Attorney Bob Bauman, Clerk-Treasurer Judy Rhodes, Charlotte Martin, and Deborah Kervin of the Department of Development, City Engineer Dave Buck, City Council member Patti O'Callaghan and citizens and members of the media.

Mr. Belter called the meeting to order at 4:02 p.m. Were all the appropriate notices posted and/or mailed? Ms. Kervin answered yes they were.

Mayor Mills swore in Steve Belter, Patsy Hoyer, Earle Nay, Diane Damico, and Larry Oates as a group to the West Lafayette Redevelopment Commission for the year of 2007. Mayor Mills thanked everyone for serving and welcomed Diane Damico.

Mr. Belter said the next item of business is the election of officers. Mr. Oates made a nomination to keep the same slate of officers as it was last year. Ms. Damico seconded. Mr. Nay said I must decline that offer. Mr. Oates and Ms. Damico rescinded their motion and second. The new slate of officers was suggested as Steve Belter President, Patsy Hoyer Vice President, and Larry Oates Secretary. Mr. Oates made a motion to accept with Ms. Damico seconding. There were no other nominations. The motion to approve the slate of officers for 2007 passed unanimously 4-0.

OLD BUSINESS

Mr. Nay made a motion to approve the December 18, 2006 minutes. Mr. Oates seconded. Mr. Belter asked if there were any other questions, comments, changes or corrections to the minutes. Hearing none, the minutes were approved and the motion passed unanimously 4-0.

Mr. Belter asked *Charlotte* (Charlotte Martin, Department of Development) and Bob (Bauman, City Attorney) if there was any other old business to conduct. Ms. Martin and Mr. Bauman said no.

NEW BUSINESS

Mr. Belter said Dave, (Buck, City Engineer) will you bring us up to date on some of the projects? Mr. Buck said I don't know why the paper printed that the Tapawingo would finish

early. According to the article in the paper, it's supposed to be done in October. June 1st is as it should be, is a conservative completion date. It's pretty much wrapped up with the work that they can do now. Even though we've got good weather, they're at a stopping point with what logistically can take place in the proper order. The asphalt plants have shut their operation down for the year; otherwise, we might still be able to do some of that work. The concrete work and curb islands have been installed. We hope that the subcontractor that takes care of the traffic maintenance items will be back some time this week and pull those barrels out on State Street and put them a little bit more out of harm's way so our snowplows don't hit them or folks don't hit them. They're where they need to be to allow work to go on, but they're not where they will be for the winterization of the job.

Mr. Buck said at this January's (January 22nd) meeting we will have an appropriation request for money to pay for the conduits that will supply the lighting for the trails as well as future conduits for ease of installation for future utilities to go along the route. We're putting in a couple of spares. HNTB will potentially have a supplement to their construction inspection agreement. It's not clear at this point in time whether or not the federal highway will participate in paying 20 percent of that supplement. We hope they will, but the question is being asked and I hope they have some answers in the next couple of weeks as to what direction their potential supplement may go. Again, it will be one of those things that we would enter into an agreement with them and make payments and seek reimbursement or seek claims with reimbursement and then make payments, whichever way...but, hopefully, it will be 80/20 sharing for that.

Mr. Belter said I've noticed the poles to hold the stoplights at Williams Street have been erected. Are they getting serious about putting those lights up? Mr. Buck said no, there's a whole procedure that INDOT requires to be followed when a new signal—where there wasn't one before—goes in. Things appear in a sequential order, the poles go up. That's about as far as you can go before you have to string the wires and then put the heads up so many days or weeks later. The heads have to be bagged for so many days or a week and then they flash for so many days—yellow and red—and then they actually activate. Until you can begin that sort of sequence, the count down to having an operational signal doesn't start. We don't want people to get complacent and ignore it when it does progress—if we were to go any further. So that's INDOT's standard protocol. We've reached our stopping point to where we can go no further until we're ready to complete it. Mr. Belter said so they won't start up again or continue with that work until this spring sometime? Mr. Buck said right, and until we're closer to having the road open. Mr. Buck continued with everything on the ground is in place, the conduit is connected, the poles, some wires have been pulled—they've done as much as they can. They would like to be done and the signal contractor would like to be done with his work but unfortunately can't be completed until everything else is done.

Ms. Damico said I have a question on that area. How does the rerouting change the pedestrian area crossing at the intersection that's already there? What are the plans for SR 43 and State Street? Mr. Buck said at South River Road and Tapawingo there was no pedestrian crossing—previously it was just where Williams Street tees in and now it's there, there will be

pedestrian signals on all four corners to allow pedestrians to cross both Tapawingo and Williams, but also to try and cross River Road. There already is an island now on the one side of River Road and pedestrians can wait there if they have to but the hope is that they'll be able to have time to cross. US 231 is still under INDOT's jurisdiction as far as determining how much time the pedestrians need and the timing of that signal is ultimately under their control—so they'll set up the timing once we get done. The same is true on SR 26 or State Street at the other end of Tapawingo where we're connecting to existing—really there was only pedestrian availability for the side that is existing Tapawingo—that would be the west side of State Street. We will now have pedestrians on all four sides of that as part of this. There may not be any pedestrian crossing on the east leg of that intersection right before you get on the bridge—I think you actually have to use all three sides as a connector right there. There will be an island on the new part of Tapawingo partly to delineate a right turn lane off of the new section of road but also to provide for pedestrian refuge. They'll cross the right turn lane and then that's where the pedestrian signal will start or they'll go the opposite direction in walking. It would be easier to show you with a picture. Ms. Damico said yes, it still sounds scary.

Mr. Buck said crossing River Road is still going to be a challenge. It's a challenge at State Street. It's a challenge all the way north of there as long as it's INDOT's control. We'll have to try to push them to do whatever we can to improve pedestrian safety or be more cognizant of it. Someday they'll relinquish it and it will be under the City's jurisdiction. Once US 231 is complete all the way around up to US 52, they're going to give that section of the road to the City and all its concrete and signals and traffic and maintenance and we hope to be able at that time to put some things in place to make it easier for pedestrians to cross—presumably some of the traffic is going to route in another direction when US 231 is all the way connected around the west side to US 52—how much, I don't know at this point.

Mr. Belter asked Mr. Buck if there any other projects that you want to talk about. Mr. Buck said I can't really give an update on Chauncey Square, as far as the utility relocations. I know more about the private work or the project that's going on and the progress on building A. Councilor O'Callaghan asked what is the time line for the building? Mr. Buck said they're still hoping that the garage and the western section of the building—what we call wing A, or building A—which is the building that fronts Chauncey to be open and ready for the fall of 2007 housing. City Attorney Bauman said I assume the garage will probably move pretty quickly. Mr. Buck said and it's slated for delivery I believe starting in February. They're going to be tearing down Fleischhauer's office probably tomorrow or today. I don't know if they got started on that yet. That's going to be very soon and the garage foundations will be started. The sheet pilings are in place so they'll make a lot of progress on the in ground stuff and on building A you're starting to see some steel actually go up. The crane is in place setting that southwest corner of the building first and move to the north and set the steel for the rest of the building. Hopefully, parking won't become too much of a hassle down there and the garage will go up quickly. Once the area is cleared and the garage parts can come in. Staging of that is going to be a bit tricky and we're trying to work with Fleischhauer and Andy Kingma to make sure that too many big parts of that garage—beams, columns and the like—don't show up and have no place to set them. We're

looking and trying to help them find a staging location, close but not too far away to where three or more trucks can sit until the crane is ready to take the part that they carry off and put it in place or to some location on the site. It's logistics—it's a very tight area down there and parking is difficult during construction.

Mr. Bauman said that's typical of redevelopment in the south part of the City. Fleischhauer has several parking spaces that used to be onsite for Town Center, I think it's called Town Center, on South Street and they've tried to maintain those parking spaces throughout construction—40 or so parking spaces—which up to now, they've been able to do, but they're just simply running out of room on their site.

Mr. Nay said I have a question concerning the Salisbury project. I was delighted to see islands going in which I thought were refuge islands. I was disappointed to see they were sodded and there's no place for the students who I thought were going to be able to use them for refuge to stand. Was it intentional that landscaping be used instead of a certain amount of concrete? Mr. Buck answered there's about one or two locations where they can be used or can aid in providing refuge for pedestrians right there at Grant Street. There is also one there near the school that the crossing guard will have to assist with if it's used as a refuge area. It's not a crosswalk down by Happy Hollow. The two at Grant Street are on the north and south sides of the intersection right at the very ends of the island. It's not really there to stand on—it's there to stand next to—it's still a divider of traffic at that point. There was no plan to create a completely guarded location without having a section of the island stick out into the intersection or the crosswalk be way removed from the intersection $\frac{1}{2}$ way or $\frac{1}{4}$ of the way down the block so that you could provide a place where the crosswalk would be completely guarded by the island. It's more to provide a visual barrier for the vehicular traffic to slow down.

Mr. Nay asked are they going to be planted with trees? Mr. Buck said no they'll be planted with very low lying perennial-type things—evergreen type shrubs that are low. If they have to, emergency vehicles are able to drive over them and they would come back the next year—daffodil bulbs. Mr. Nay said I noticed the ramps on the end so it's very easy to drive over. Mr. Buck said the ramps at the end are so you just don't have the abrupt—it will be 2 inches at the end facing traffic so it is what's considered mountable. If it were any taller than that, it would be too abrupt of a curb for oncoming traffic and would potentially cause too much damage to a car or be too hazardous. So it is mountable in that regard.

Mayor Mills added and we will have a functional pedestrian signal light there at Grant Street going both ways. For now we'll have buttons that pedestrians can push and be able to get across. Mr. Buck said those went functional last Friday and their countdown are similar to the ones near campus at University and Stadium and University and Third—they don't have the audible countdown due to the residential area. We didn't put that piece of equipment on it, but they do have the visual countdown to show the pedestrians how much time is left before you can start crossing again and the new signs for the pushbuttons show a lot more information on them than just push to cross. We are working on tweaking the new locations of the signals—we

wanted to replace the signal heads and signs and everything with the signal—we're not quite done with the exact location and how those signals and everything are going to be oriented. The equipment for the most part is in and operational and we're just working on putting signal heads where they'll be most visible.

Mr. Bauman said it looked like Fairfield (Contractors) was getting ready to pour the sidewalk. Mr. Buck said yes, there were a couple of sections of missing sidewalk that we left out for the ease of installing the remaining parts of the signal and running conduits and things to connect that signal. Those sections are going in yet today or tomorrow morning.

Mr. Nay asked will they leave those traffic signs up? Mr. Buck said we'll leave the orange construction signs up throughout the winter because it technically still is a construction site. We want to warn folks that the lip on the curb/gutter is going to remain—it's 1 – 1 ½ inches—and that will be there and the overlay will go right into that. The bump will be gone for everybody's driveway, but also it will be a lot smoother for drainage.

Councilor O'Callaghan said it looks like the bike lane is right next to the median coming up to the intersection of Grant Street and Salisbury so there's a turn lane and a straight and then the bike lane is right next to the...Mr. Buck said the paint markings on the ground are just old and a hodge-podge of different original paint markings, but also paint marking that we had throughout construction. The bike lane before the turn lane begins will actually end and the bicyclist will then have to determine and signal with flowing traffic which movement they're going to do—if they're going to turn right or go straight. That's pretty standard that at a set of turn lanes a bike lane dies out and stops, and the cyclist gets in with the maneuvering traffic. Then of course the landscaping and the new pavement markings will go down after we're done with the asphalt on Salisbury Street.

Mr. Belter said the asphalt around April? Mr. Buck said yes, probably April. April 1st is usually the date that everybody says, but it fluctuates.

Mr. Belter said what's on our schedule for next year? Are we going to do more work along Salisbury? Is there anything else along Sagamore West? Mr. Buck said we are currently wrapping up the survey for Phase II of the Salisbury Safety Improvement Project that was started at the end of Riley Street and continue up somewhere around the Rainbow/Sacramento (should be *Rainbow/Park Ridge Drive*) intersection probably just south of Rainbow is what we're thinking now for Phase II of similar improvements on Salisbury Street. We stopped there so that the Phase III, hopefully, the intersection improvement of Navajo and Salisbury—working out new turn lanes and the way everything changes as you go north of that point has a chance to taper together. We don't want to be tearing up something that we just reconstructed. That will be Salisbury Street.

Mr. Buck continued with we're going to be doing a street resurfacing project that will include some work around the Chauncey Square development and also general city streets that

are due for resurfacing and patching. The resurfacing of Salisbury, for Phase I of Salisbury will likely get bid with the street resurfacing project. We'll need a change order to delete that work out of the original contract and re-bid it with only asphalt work and try to get a better price.

Mr. Buck said we have sent out RFQ (request for quote) statements for the design work with regard to Yeager Road from US 52 to Northwestern to reconstruct that section of road; urbanize it, to potentially add travel or turn lanes and coordinate access through that very busy block for event traffic and everything else. We begin that engineering through 2007. We're also taking RFQ statements for Sycamore Lane for the Traffic Calming and Hazard Elimination Safety Project that we've been doing on the entire stretch of Sycamore Lane to slow traffic down and provide other means of traffic calming and provide a safe place for pedestrians and folks waiting for the bus along that entire section of road.

Mr. Buck continued with we'll be moving forward with bids this spring with utility separation work immediately north of Salisbury from State Street up to Columbia separating the storm and sanitary sewer so the sanitary capacity of that section so the Chauncey Square development has a place to send everything and not directly combine it into combined sewers where overflows would be a continued problem for folks who have property there—from XXX north especially on that east side of Salisbury—there's a lot of flooding problems. We hope to eliminate those as part of this project too. We are working on a bid package now to be able to bid that this spring and get the summer window when the students are gone and hopefully it won't interfere with businesses too much.

Mr. Buck said as far as the fire station, we're getting that design complete. Finalizing the site location is still remaining, but we're down to a couple of options along eastern Kalberer near the Arbor Chase subdivision.

Mrs. Hoyer asked what is the status of the traffic calming efforts on Indian Trail? There were some temporary things that were done. Mr. Buck said on Sycamore? Mrs. Hoyer said no, on Indian Trail. Mr. Buck said we haven't had a Traffic Commission meeting in a couple of months. I know that we were going to take additional speed counts and we have had some folks in the neighborhood request speed humps, but we're hesitant to go to that. We have had some other schematic diagrams and things that we've considered doing near Mohawk on Indian Trail which is the about midpoint between one end and the other. Ms. Hoyer I thought I heard something about temporary rumble strips. Mr. Buck said that was on Sycamore Lane. They had initially slowed traffic but we did get several complaints from noise related issues, especially on the residential end. They've worn down quite a bit both in the amount of noise and bump they create, but also their effectiveness. Folks have gotten used to them and know that there's nothing special that they need to be watching out for—construction or something like that, which is traditionally what rumble strips are used for. I don't think that we necessarily want to try and go into trying one of those because they would just be temporary in nature. We're ready to work with the home owners association. Mayor Mills said we have done spot enforcement a couple of times to slow down traffic on Indian Trail.

The Commission confirmed/scheduled the following meetings:

Monday, January 22nd at noon

Friday, February 16th at noon

Mr. Belter said the last item of business is Public Comment. Is there anybody from the public who has a comment for the Commission? There were none. The public session was closed.

Mr. Nay made a motion to adjourn. Mr. Oates seconded. The meeting adjourned at 4:30 p.m.

Respectfully submitted,

Lawrence T. Oates
Recording Secretary

Approved:

Stephen E. Belter, President

/djkk